

## DCN WORK SHEET

22 November 1954  
Hugh Gill FarrellSubject: \*DOC Exemption Letter In EUR File\*

Removal of radar, gyro compass and related equipment from the SS Stanhope

Reference Documents:

CoCom Document No. 1574, 20 April 1954; CoCom Document No. 1733, 29 September 1954 (See also CoCom Documents Numbers 1590, 1667, 1669 and 1676)

Summary:

The announcement of the sale of the SS Stanhope in CoCom Document No. 1574 stated that radar, gyro compass and related equipment would be removed prior to the transfer of the vessel to the USSR. CoCom Document No. 1733 announced the transfer of the SS Stanhope to Soviet registry on 5 July 1954.

Supplement 6 to Lloyd's Register of Shipping, ~~Volume~~ dated September 1954 lists the SS Sovetskaya Artika (ex-SS Stanhope) as having the equipment in question still aboard. The Lloyd's Register number of the SS Stanhope was 78515 and the Lloyd's Register number of the SS Sovetskaya Artika is 95395.

Other Information:

Pursuant to CoCom Document No. 1698 of 19 August 1954 the equipment in question is subject to removal from merchant ships prior to transfer to the Bloc as covered by item 1417 (d) (8). This is the first ship to our knowledge that has been placed up for sale with this type of equipment aboard since the establishment of CoCom controls on ship sales. Since Lloyd's Register serves as a basis for insurance assessment, it is unlikely that when a vessel is re-entered in the Register under a new number such important classification data on navigation equipment would be listed erroneously. J. A. Billmeir, manager of the Stanhope Steamship Company, has a background of independent operations and has been prominent in employing his ships in trade with the Soviet Bloc and China. *Done* : "Not a DCN case ; CoCom was & several State Channels" - *Mike St. John*

E/ST Suggestions:

1. Have London verify the accuracy of the Register entry with Lloyd's.
2. If possible determine if Lloyd's now carries insurance on this vessel and secure from them a report as to the equipment aboard the vessel.
3. If it is determined that the equipment was transferred with the vessel, make the necessary investigation of the circumstances surrounding the transfer and secure all information possible as to why the equipment was allowed to remain aboard.
4. It is suggested that this investigation be coordinated with the Naval Attache, London. It is possible that he may have access to pictorial coverage of the departure of the vessel from the Tyne on 10 June 1954.
5. ONI YC3 has been advised of the above and is prepared to support this inquiry if and as necessary.

DCN: Says not diversion case. Commodore handled and outgoing msg sent. Commodore will advise. S-E-C-R-E-T